

MINUTES OF THE RANGIORA AIRFIELD ADVISORY GROUP HELD AT 5.30PM ON WEDNESDAY, 26 MARCH 2025, IN THE CANTERBURY AERO CLUB ROOMS AT THE RANGIORA AIRFIELD, MERTON ROAD, FERNSIDE

PRESENT

Steve Noad (SN) [Chairperson]

Bruce Drake (BD)

John Dugdale (JD)

Buzz Harvey (BH)

Keith Vallance (KV)

Joan Ward (JW) [Councillor]

Paul Williams (PW) [Councillor]

Owen Stewart (OS) [Waimakariri District Council]

GUESTS IN ATTENDANCE:

Duncan Roxborough (DR) [Waimakariri District Council]

1. WELCOME

The Chairperson welcomed the members presented and declared the meeting open at 5.30pm.

2. APOLOGIES

THAT the Rangiora Airfield Advisory Group

- (a) **Received** and sustained an apology for leave of absence from Rob Kittow.

CARRIED

3. CONFIRMATION OF PREVIOUS MINUTES

3.1 Minutes of the Rangiora Airfield Advisory Group – 26 February 2025

Moved: J Dugdale

Seconded: B Harvey

THAT the Rangiora Airfield Advisory Group:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora Airfield Advisory Group meeting held on 26 February 2025.

CARRIED

4. MATTERS ARISING (From Minutes)

4.1 Airfield Prioritised Actions Spreadsheet, Progress Report AMSO

OS confirmed that the Airfield Prioritised Actions Spreadsheet was circulated to the Rangiora Airfield Advisory Group (RAAG).

5. MAINTENANCE

5.1 Taxiway Update

OS advised that the quote for the runway seeding had been accepted. The seeding was expected to be successful, as tests have shown that the runways' soil was still reasonably moist. However, there were many weeds on the runways, so OS was liaising with the Council's contractor, Delta, to spray the weeds before the seeding. OS was also investigating the possibility of using a seed mix instead of just Avanex grass. Although the

Avanex grass was a good choice because of its really deep rooting structure, and it was quite hard-wearing, however, there was quite a considerable coverage loss on the runways, hence the consideration of various options.

BD expressed a concern that it may be too late in the season to seed the runways successfully. OS noted that the contractors were confident that with the rain in the Waimakariri District and the moisture in the soil, the seeding would be successful. So, the project would proceed before the end of April 2025.

Responding to a question from PW, OS advised that the contractors would not provide a warranty that the seeding would strike. However, autumn seemed the best season for grass seeding as there should have been more winter rains, and the ground temperature was still warm enough for germination.

KV sought clarity on the method to be used for the re-grassing. OS explained that direct drilling would be used, and the discs would be 15 millimetres apart to ensure comprehensive seeding across areas.

5.2 Fencing Plan and Legislation

OS reported that the draft Fencing Plan had been completed. Gates would be installed where chains were currently installed, and pedestrian gates would be installed at each hangar. However, OS still needed to discuss the fencing design at the Way2Go hanger because the hanger doors rolled outwards past the side of the hangar. There was also the possibility of relocating the gate opposite the Rangiora Aircraft Maintenance hangar to the side of the airfield road, thereby re-opening the taxiway and solving the challenges with movement in the area.

BH questioned whether any consideration had been given to squaring the fencing in the carpark at the half-round hanger. OS noted that the possibility of moving the fencing closer to the road and extending it into the carpark was being investigated.

SN noted that there was a well in the carpark, which should be considered when relocating the fencing. OS commented that the well seemed to be leaking, hence the retention of water in the car park. The Council was considering digging up and recapping the well and installing a pipe from the well to the taxiway's edge to retain the possibility of an irrigation water supply for the Airfield.

In response to a question from BH, OS noted that the fencing would comply with the National Aviation Security Program (NASP) fencing standards. The NASP standard requires 1.2 meters high with a 50-millimetre hurricane mesh. The fencing would be installed from the main security yellow gate to the Black Hanger, and there was an expectation under the Civil Aviation Act 2023 changes that all the perimeter fencing of the Airfield would also be replaced to comply with the NASP. OS further noted that he would work with the fencing contractor to ensure no gaps under the fence to minimise rabbits accessing the operational areas from the riverbed.

BH enquired if the post being removed would be sold. DR noted that depending on the condition of the posts, some may be salvaged for other Council projects.

5.3 Potential Taxiways Change - East of TieUpp Aviation

Signage would be installed to advise that the vehicle bay should only be used as a loading zone, and a 'give way to aircraft' sign would be installed to assist with aircraft movements in this area. However, the Council was still working on a short-term solution to address the challenges currently being encountered.

5.4 OLS Work Update

OS reported that he was still waiting for Environment Canterbury to confirm when they would trim the trees on the riverbed, infringing the obstacle limitation surfaces (OLS). Once Dan Smith trimmed the trees on his property, OS would be able to remove the displaced threshold on 07 and the only remaining displaced threshold would be on 25.

OS still had to liaise with the private landowners about trimming the trees on their properties. He was studying the Rangiora Airfield designation to ascertain whether the OLS fans were included in the designation, which would potentially allow the Council to compel the private landowners to trim their trees.

6. **HEALTH AND SAFETY**

JD advised that he worked through the updated Safety Management Manual and found it comprehensive. However, he suggested that instructions for drone flights should be included in the manual.

BH recommended that the updated Safety Management Manual be forwarded to all airfield users. SN noted that it would be appended to all the new lease agreements.

OS undertook to circulate the information about drone flights to be included in the updated Safety Management Manual to the RAAG for feedback. Once the Safety Management Manual had been finalised, it would be published on the Council's website and sent out to all airfield users.

7. **AIRFIELD INCIDENTS**

OS reported that the Civil Aviation Authority (CAA) had advised him of a potential near collision on 8 March 2025. They requested any CCTV footage available of the incident as well as any audio recordings of radio calls. It seemed that two aircraft landed on 10 and another took off on 25, but they were approximately a minute apart. However, the circuit was established on 25, and the other two aircraft joined and landed on 10. One aircraft, which landed on 10, was making all the radio calls for the other aircraft, and the other aircraft decided to go around and landed on 25. However, the AIMM system appeared not to have picked up any radio communication from the aircraft which chose to go around. The information was provided to the CAA, who would make further enquiries with the pilots.

Furthermore, OS advised that he also had an enquiry from the CAA regarding an off-field landing of a Cessna 172. The pilot made a radio call downwind for 07, and camera footage showed the aircraft disappearing behind the trees west of the airfield on the adjoining property. The information was also provided to the CAA, who would investigate the matter further.

8. **NOISE COMPLAINTS**

OS confirmed that no noise complaints were received in March 2025. The Council's General Manager Community and Recreation, Chris Brown, had responded to the noise complaint from the property owners on Priors Road, Fernside, and advised them that the runway would not be realigned.

9. **EXECUTIVE GROUP REPORT**

BH questioned the need for an Executive Group if no meetings were being held. SN noted that the RAAG established the Executive Group consisting of RK, BD, KV and SN to meet with Daniel Smith Industries Ltd. to discuss the proposed development around the airfield. Currently, no meetings are being held. However, there may be more interaction when the development

proceeds. JW concurred that once the Council approved the development, more interaction would be needed.

BH noted that there had been allegations that the Executive Group was not only focused on the development of Daniel Smith Industries Ltd. He expressed a concern that not all the members of the RAAG were being consulted on issues about the airfield. SN noted that any accusations against the Executive Group needed to be brought to the RAAG to address them.

JD enquired if the concerns would be addressed with more regular feedback from the Executive Group. SN observed that it was agreed that the Executive Group would provide feedback at each RAAG meeting, hence the inclusion on the agenda.

BH also believed that the Executive Group was not representative of the broader users of the airfield. DR suggested that the Terms of Reference for the Executive Group be tabled at the next RAAG meeting to review if it would still be required.

JW agreed that it may be a good time to review the need for the Executive Group, as a dedicated Airfield Manager was employed to deal with all the operational issues affecting the airfield users and the airfield in general.

BH commented that the RAAG also needed to be reconstituted. DR advised that a report on redefining the Group's governance structure would be submitted to the Council in May to ensure it provided operational and strategic oversight of airfield activity, supported Council accountability and responsibility, and served as a responsive conduit between airfield stakeholders and the Council.

As a way forward, SN undertook to advise all RAAG members if Daniel Smith Industries Ltd requested a meeting and provide members with an opportunity to attend. RD noted the need for the RAAG to interact with Daniel Smith Industries Ltd. during high-level discussions. However, the Airfield Manager and/or Council staff could deal with more operational day-to-day issues. Looking ahead, staff would be negotiating the access agreement, which would be submitted to the RAAG for feedback prior to consideration by the Council.

10. FINANCE AND GENERAL

10.1 Fees and Charges Review Process

The Council had commenced reviewing the fees and charges.

10.2 Budget Update

The budget update was provided at the previous RAAG meeting.

10.3 Airfield Prioritised Actions Spreadsheet, Progress Report AMSO

DR noted that staff was working through the Airfield Prioritised Actions Spreadsheet. The high-priority projects were listed at the top of the list. It was up to the RAAG to determine what projects should be prioritised. OS welcomed feedback on the Airfield Prioritised Actions Spreadsheet.

11. GENERAL BUSINESS

- BD - Noted the road marking on Merton Road. OS noted that the Council was investigating possibly changing the Merton Road speed limit from 100km/h to 80km/h. This could be hampered by recent government changes to the speed limit regulations. The traffic on Merton Road would increase once the development around the airfield started.

- BH - Congratulated OS on the installation of the pyramid caps for delineating runway edge clearance and facilitating alternative taxi options. He reminded members of the Canterbury Recreational Aircraft Club open day to be held on 12 April 2025.
- DR - Council staff would be meeting with Daniel Smith Industries Ltd in a few weeks to discuss various issues, such as the water and wastewater project and the access agreement.
- PW - Noted that the airfield was looking good and seemed well maintained. JW concurred and pointed out that the trees were looking healthy. OS advised that Delta would remove the grass around more of the pittosporums and use the pine tree mulch to put around the pittosporums.

NEXT MEETING

The next meeting of the Rangiora Airfield Advisory Group was scheduled for 5.30pm, Wednesday, 23 April 2025.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 6.32PM.

CONFIRMED

Chairperson

Date